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 March Term, 1895, 201, 202,
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In Fine, Medium, and Broad

ESTABLISHED 1957

三拜禮 號三十二月九年六十九百八千壹英港香 PRICE \$24 PER MONTH

No. 12,045. 號五十四零千二萬壹第

光緒二十二年八月十六日

HONGKONG, THURSDAY, SEPTEMBER 22ND., 1896.

二拜禮 號二十二月九年六十九百八十壹英倫曆

PRICE \$24 PER MONTH

ARRIVALS.

Sept. 21, KRIEMHILD, German steamer, 1,339, Th. Forck, Kobe 15th September, General—Bismarck & Co.

Sept. 21, GERARD, British steamer, 1,438, St. John George, Kobe 15th September, and Moji 16th. General—Grind, Livingston & Co.

Sept. 21, BARBEDON, British 2,823, J. Grier, Singapore 16th September, General—

Sept. 21, LIGHTNING, British str. 2,124,
J. G. Spence, Calcutta 5th Sept. and Singa-
pore 15th, General.—D. SASSOON, SONS &
Co.
Sept. 21, MERIONETHSHIRE, British str. 1,949,
D. Davies, Yokohama 5th Sept., Kobe 13th,
and Kutchinotsu 16th, General.—DOD-
WELL, CARRILL & Co.
Sept. 20 TRITOS, German str. 1,088, Tiedoes,

Manila 16th Sept. Sugar.—STENSSSEN & Co.
Sept. 21. CHINA: German str. 1. 13. P. Voss,
Saigon 17th Sept., Ballast.—STENSSSEN
& Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
21ST SEPTEMBER.
Sulterod, Norw. bark, for Batavia.
Jesse Reed, Amr. ship, for Baltimore.

Progress, German str., for London.
Germania, German str., for Singapore.
Amarapura, British str., for Nagasaki.
Wingang, British str., for Shanghai.
Hanoi, French str., for Hoihow.
Australian, British str., for Shanghai.
Holtcin, German str., for Saigon.
Pathan, British str., for Thursday Island.
Sarpedon, British str., for Amey.
Incipiente, German str., for Shanghai.

DEPARTURES.
Sept. 21. CHOYBANG, British str., for Canton.
Sept. 21. HANOL, French str., for Hoihow.
Sept. 21. MEKPOO, Chinese str., for Canton.
Sept. 21. OANFA, British str., for Shanghai.
Sept. 21. PATIAN, British str., for Australia.
Sept. 21. WINGSANG, British str., for Shanghai.

PASSENGERS,
ARRIVED.
 Per *Lightning*, str., from Calcutta, &c.
 Messrs. Barker, Keogh, and Harris.
DEPARTED.
 Per *Loongmoon*, str., for Shanghai—Baron
 von der Goltz and Mr. Wm. Thomas.
VISITORS AT HOTELS.
HONGKONG HOTEL.

Mr. M. Acregger	Mr. J. W. Ryghorn
Mr. L. Barmadague	Mrs. J. Marteau, child
Mr. C. M. Barker	and maid
Mr. B. J. Barlow	Mr. Henry Martin
Mr. R. Blackadder	Miss Maria
Mr. & Mrs. F. Walter	Mr. F. Noun
Hond & maid	Miss V. C. Millard
Mr. and Mrs. A. H.	Mr. Nau Nibekka
Bottenheim	Mr. Albert W. Naurvick
Mr. G. C. Boumann	Captain Palmer

Mr. C. Crane	Major & Mrs. A. R. Pen
Miss Drum	1erton
Mr. W. A. Duff	Mr. C. Pavlicaux
Mr. J. B. Duncan	Mr. L. J. J. J. J.
Mr. & Mrs. Ellert	Mr. L. J. J. J.
Mr. & Mrs. R. M. Findlay	Mr. L. J. J. J.
and child	Miss L. J. J. J.
Mr. H. K. C. Fisher	Mr. K. L. Thomas
Miss Green	Mr. H. L. J. J. J.
Miss Hutton	Mrs. J. J. J. J.

Mr. A. Harris	Mr. A. Vio
Mr. H. D. Hawkes	Mr. E. Telford Walker
Mr. E. Hill	Mr. W. E. Walker
Mr. J. J. Hoar	Ser. Capt. J. J. C. Watson
Mr. F. E. Holder	Mr. Maxwell Wilson
Mr. T. Howard	Mr. & Mrs. W. M. Winton
Mr. J. Jenkinson	Mr. W. F. Wington
Mr. O. Johnson	Serj-Major Wentcott
Mr. Morton Jones	Miss Willey
Mr. & Mrs. Josephs	Mr. & Mrs. Wm. White

MOUNT AUSTIN HOTEL

Mrs. Acheson & child	Mrs. Kenya
Mr. J. M. Beattie	Mr. Kirck
Mr. A. Beverington	Capt. S. S. Long
Mr. & Mrs. Foxhall and child	Mr. W. B. Martin
Mr. Ewelin	Mrs. Maclean & child
Mr. Hart Buck	Dr. H. F. Dwyer
Mr. Charles Cohen	Major & Mrs. Moore
	Mr. R. M. Mease
	Dr. A. G. Ford

Mr. J. W. Deacon	Mr. A. and Nancy
Mr. Viktor H. Deacon	Mr. & Mrs. Peig'ozal
Mr. & Mrs. Dickson and child	two children
Capt. Eccles	Mr. H. E. Pollock
Mrs. Eccles & child	Mr. H. Ross
Surgeon Col. Evans	Mr. Kenneth McK. Ross
Mr. Evans	Mr. South Allison and child
Mr. T. Evans	Mr. & Mrs. Tangers
Mr. M. D. Ezekiel	Mr. Otto Stauchner

Mr. E. Georg Hon. A. M. Thomson
Staff Surgeon Keays, R.N. Capt. Tillet

VESSELS IN DOCK.
ABERDEEN DOCKS.—Ancona.
KOWLOON DOCKS.—Actir, Britannic, S
Mark, White Cloud, Marionethakira.
COGNOPOLITAN DOCK.—John Batzley, Gael.

TO-DAY.

Meeting of Hongkong & Shanghai
City Hall, 5.30 p.m.
Meeting of Victoria Lodge, 9 p.m.

**HONGKONG HIGH-LEVEL TRADING
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

11.30 a.m. to 12.30 p.m. Every half hour.
12.30 p.m. to 2.30 p.m. Every quarter of an hour.
2.30 p.m. to 8.00 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m.
to 11.15 p.m. every half hour.
SATURDAY
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS
8.45 a.m. to 10.15 p.m. Every half hour.

Noon to 2 p.m. Every quarter of an hour
2 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

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ENGINEERS PREPARED for the
BOARD OF TRADE EXAMINATIONS by a FIRST-CLASS CERTIFIED ENGINEER. Charges MODERATE.
Apply at Second Floor, 18, Praya Centre above Messrs. CARRIGHAN & Co., Ltd., Hong Kong.

Hongkong, 28th August, 1896. [19]
PHOTOGRAPHY.
KWONG SANG begs to enounce that
 will commence business as
PHOTOGRAPHER
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 6A, QUEEN'S ROAD, CENTRAL.

TUESDAY, 1st SEPTEMBER,
and invites inspection of his Studio.
A large Assortment of Artistic Backgrounds
have been imported from England, at
Bookeries and other Studio Accessories.

HIGH CLASS WORK GUARANTEED.
Hongkong: 28th August, 1896. [1896]

"BOA VISTA" HOTEL
MACAO.
SANITARIUM OF SOUTH CHINA.
THIS is an Hotel in Name only. In real
it is a Refined Home, replete with
every Convenience and Comfort. ENGLISH
Management.

First Class Culinary Choice Wines.
For Terms, &c., apply to
THE MANAGER,
Telegraphic Address, "Boavista," Macao.

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, STRAITS, &c., &c.,
1896.
With which is incorporated
THE CHINA DIRECTORY.

This is the
THIRTIETH ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in fulness and accuracy
of information.
The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Vladivostok, in which Europeans reside.

A.S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

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WITH FULL DIRECTIONS FOR
SOWING MAY STILL BE HAD
ON APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 18th September, 1896.

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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents should forward their communications
with communications addressed to the Editor, not
for publication, but as evidence of good faith.

All letters for publication should be written on one
side of the paper only.
No anonymous signed communications will be inserted
unless accompanied by some other evidence of good faith.

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hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, A.S. Co. Ltd.
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DEATH

On the 9th September, at 123-n Bluff, Yokohama,
Tokyo, Saitama, Kanagawa, aged 47 years, late
Master Nippon Yusen Kaisha service.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1896.

The Hongkong General Chamber of Commerce
was very much in earnest in its
protest against the increased telegraph charges
at the meeting held on Saturday. That the
increase is wholly unjustified every one
agrees. The question to be considered there-
fore, is what action can be taken to secure
an abatement. The idea of the Chamber is
to promote competition by promising sup-
port to a Pacific cable if one be laid.
Would that promise be fulfilled? The
mercantile community of the Far East have
had the opportunity of supporting an
opposition one before, and they failed
to avail themselves of it. The Chinese lines
broke down the previously existing monopoly
and so long as they were willing to take
telegrams at cheaper rates than the Eastern
Extension and Great Northern they got
a fair share of the business. As soon,
however, as the Joint Cable Companies
reduced their rates to the same level
the merchants gave a practical demon-
stration of the fact that blood is thicker
than water and deserted the Chinese lines
for the undertakings in which men of their
own race were interested. Why support
the Chinese lines when the European lines
would do the work for the same money, was
the light in which the question presented
itself to them. The Chinese lines consequently
lost the business at all competing
points and the Chinese Government could
not have any great interest in resisting
the diplomatic pressure brought to bear upon
it to induce it to join in the recent Convention.
The mercantile community were a
simple trusting folk and their patriotic and
kindly intentions have been turned into a
rod for their own backs. Had the Chinese
Telegraph Administration received any
appreciable support from Hongkong and
Shanghai they would have made a stronger
fight than they did against the Convention
that has been forced upon them and instead
of allowing it to be carried through in secret
might have invoked the support of the
foreign Chambers of Commerce.

If a Pacific cable be laid it will, so far as
the section between Honolulu and Japan
is concerned, probably be a Japanese line.
Would foreigners in China support a Japanese
line in opposition to the English and
 Russo-Danish lines any more than they

supported the Chinese lines? If the pro-
posed new line becomes a accomplished fact
to-morrow, and was willing to undercut
the existing Companies no doubt it would com-
mand the bulk of the business as long as
the difference in rates continued, but it can-
not be held for a good many years to come,
and, unfortunately for itself, the public has
a short memory. When the Pacific line
commences business, if it starts with low
rates the older Companies will adopt the same
rates, and after a short period of competition
the new concern, unless supported by definite
assurances of support, may be induced to
join the ring. We do not say that this
would necessarily be the case, because the
Japanese line might be a Government
undertaking and the Government might
take a more far-sighted and enlightened
view of the situation than the companies
working solely for big dividends; it
might appreciate the advantages offered to
trade by cheap telegraphy and be willing
to work the undertaking on similar prin-
ciples to those followed with regard to the
national land lines, being content if it
simply paid the expenses of working, up-
keep, and interest on capital. If, on the
other hand, the cable were in purely private
hands the proprietors would almost certainly
find it to their interest in the long run
to work in agreement with the existing Com-
panies.

In any case it must be a good many
years before the proposed Pacific Cable
can be undertaken, because Japan like
China is under an agreement not to permit
the landing of another cable for a specified
period, and no promise of exclusive sup-
ply given in general terms at the present
time could be held binding then, for
another generation of merchants will
have sprung up. For the present the com-
munity so closely affected by the increase
in telegraph rates can do little but grin
and bear the evil that has been brought
upon them by their own trustful disposition
and their desire to support European
rather than Chinese enterprise. The most
perfect solution of the difficulty would
be the nationalization of the cables
and their administration on the same
principles as the postal service, but that,
although not altogether impossible
solution, is not likely to be arrived
at in the lifetime of the present generation.
Meantime the feelings of the community
towards the Joint Cable Companies is not a
cordial one. It may be remembered that
a few years ago Sir Thomas McLEWITT, then
Premier of Queensland, smiling under the
exactions of the Eastern Extension, lent his
support to a project for a French cable
across the Pacific. His action was in some
quarters adversely criticised at the time as
being unpatriotic, but in view of our own
experience of the tyrannical manner in
which the existing monopoly is worked we
may be disposed to think that possibly
after all such conduct might be justified.

The departure of the P.M. steamer *Pora* is
postponed until 4 p.m. to-day.

The first number of the *Shanghai Times*, a
new evening paper, was issued on the 14th inst.

There were 1,765 visitors to the City Hall
last week, of whom 144 were Ex-
traneous.

The O. & O. steamer *Optic*, with mails,
left Shanghai for this port on Saturday,
the 18th inst., at 2 p.m.

The C.N. steamer *Changsha*, from Australian
ports, left Port Darwin on Sunday, and may
be expected here on or about the 22nd inst.

The native Christian of Seoul held a mass
meeting on the 22nd September in honor of
the King of Korea's birthday. There was no official
entertainment on account of the mourning for
the late Queen.

On account of repairs to her engine the
N. D. L. steamer *Hohenstein* will not be able
to make her usual round trip to Japan this
month. Cargo for Japan by the *Prinz Heinrich*
will be taken on by the steamer *Africa*, and
passengers, mails, and treasure by the P.M.
steamer *Pora*.

In reference to the report on the rebellion
in the Philippines in yesterday's issue, we find
on looking over the file of the Manila *Comercio*
and other papers that there was no mention of
the 5th inst., which was a public holiday. The
absence of news as to the important occur-
rences in the province of Cavite on the pro-
posed 5th inst. was due to the fact that the
authorities were unable to publish full in-
formation as to the reverse sustained.

The expected Prefect who has been deputed
by the Viceroy of Szechuan to inquire into the
trade dispute between Tibet and China is to
travel to Lhasa by the Calcutta-Darjeeling
route. The statement in a Calcutta paper that
his mission is connected with Tibetan and
Nepalese frontier affairs is incorrect. An
agreement settling the trade in dispute
between the Kathmandu and Lhasa Govern-
ments was signed some weeks ago. *N. C.
Daily News.*

At a Marine Court held at the Harbour
Master's Office yesterday, Commander R. Murray
Ramsay presiding, F. Morgan, steward's de-
tainer on board the *Empress of Japan*, was
charged with assaulting himself from his ship
while it lay in the harbour on the 17th inst.
Charles Sol, the chief officer, who presented
all behalf of the captain, stated that it was re-
ported to him that defendant was absent from
the ship on the 17th inst. and that he was in
charge of a constable. Commander Ramsay, sentenced
the defendant to three days' hard labour.

The night soil collection was somewhat trou-
bled again. The Southern District was very properly
deputed to collect the refuse, and the General
Sanitary Board, which has been specially con-
stituted to deal with the matter, has been
asked to take action. The night soil is
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NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE "ERATO."
Captain Ostermann, having arrived from the above ports, Consignments of Goods are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their goods from the warehouse.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.
Any Cargo impeding the discharge will be landed into the Godown, of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 24th inst. will be subject to re-shipment.
All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on Saturday, the 26th inst., at 2 p.m. No Fire Insurance has been effected.
STERNSEN & CO., Agents.
Hongkong, 16th September, 1896. [2130]

NOTICE TO CONSIGNEES

FROM BOMBAY, COLOMBO, AND STRAITS.

THE "PEKIN."
Consignments of Cargo by the above-named vessel are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their goods from the warehouse.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.
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STERNSEN & CO., Agents.
Hongkong, 16th September, 1896. [2130]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE "SUNGKIAN."
Captain C. B. N. Doid, will be despatched as above TO-DAY, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st September, 1896. [2092]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for Glasgow, Liverpool, Continental Ports, &c.)
THE Company's Steamship.
"OOPACK."
Captain H. Sommers, will be despatched as above on or about the 22nd inst.
No Fire Insurance has been effected.
STERNSEN & CO., Agents.
Hongkong, 16th September, 1896. [2130]

THE Company's Steamship.
"PINGSUET."
Captain D. Davies, will follow the "OOPACK" on or about the 6th October.
THE Company's Steamship.
"NINGCHOW."
Captain E. Warrall, will follow the "PINGSUET" promptly.
For Freight, apply to HOLLIDAY, WISE & CO., Agents.
Hongkong, 15th September, 1896. [2094]

THE CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE "KWEIYANG."
Captain Ostermann, will be despatched as above on THURSDAY, the 24th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st September, 1896. [2098]

OCEAN STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE "IXION."
Captain Nish, will be despatched as above on FRIDAY, the 25th inst.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [383]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed Sailings from Hongkong:
COPTIC (via Nagasaki, Kobe, Yokohama, &c.) WEDNESDAY, Sept. 30, 1896, at Noon.
GAMBO (via Nagasaki, Kobe, Yokohama, &c.) SATURDAY, Oct. 17, 1896, at Noon.
DORIC (via Nagasaki, Kobe, Yokohama, &c.) WEDNESDAY, Nov. 4, 1896, at Noon.
Yokohama, &c.)

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 30th SEPTEMBER, 1896, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage or Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Passengers should be marked to address in full, and same will be received at the Company's Office until 10 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th September, 1896. [4]

STEAM TO NATAL AND CAPE PORTS.
THE NATAL DIRECT LINE.
FROM CALCUTTA (Messrs. BULLARD, KIRK & Co's Line).

THE Undersecretary has been appointed GENERAL AGENTS in China and JAPAN for the above Lines and is prepared to issue THROUGH BILLS OF LADING for NAGASAKI, YOKOHAMA, KOBE, MANILA, CANTON, SHANGHAI, HANKOW, TIENTSIN, Peking, and other ports.

Transit will be made at CALCUTTA. Next sailing from CALCUTTA, S.E. "NAGAZAKI" on the 7th September, and thereafter every three weeks.

For Freight and further Particulars, Apply to DODWELL, CARILLI & CO., General Agents for China and Japan. Hongkong, 24th August, 1896. [10]

JAVA-CHINA-JAPAN LINE OF STEAMERS.
Under Management of the ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).
JAVA - HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.
From Hongkong.

S.S. CASSIUS To JAVA Oct. 1.
S.S. FEDERATION To JAVA Nov. 1.
S.S. FEDERATION To JAPAN Oct. 1.
S.S. GERMANIA To JAPAN Nov. 1.

General Agents for China and Japan. LAUTS, WEGENER & CO. Hongkong, 22nd September, 1896. [64]

NOTICE.
STEAM TO SHANGHAI.
THE "PRINZ HEINRICH."
Captain Chappes, will leave for the above port on FRIDAY, the 25th inst., at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2131]

FOR KORE AND YOKOHAMA.
(Calling at Nagasaki if sufficient inducement offers.)
THE "ERATO."
Captain Ostermann, will be despatched as above on THURSDAY, the 24th inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2132]

FOR KORE DIRECT.
THE "KACHIDATE MARU."
Captain I. Nishikawa, will leave for the above port on FRIDAY, the 25th inst., at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2133]

FOR NEW YORK.
THE "JOSEPHUS."
Captain P. R. Gidley, will leave for the above port on FRIDAY, the 25th inst., at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2134]

FOR SAN FRANCISCO.
THE "CASABLANCA."
Captain M. J. L. Gidley, will leave for the above port on FRIDAY, the 25th inst., at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2135]

FOR SAN FRANCISCO.
THE "CASABLANCA."
Captain M. J. L. Gidley, will leave for the above port on FRIDAY, the 25th inst., at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2136]

FOR SAN FRANCISCO.
THE "CASABLANCA."
Captain M. J. L. Gidley, will leave for the above port on FRIDAY, the 25th inst., at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1896. [2137]

VESSELS ADVERTISED AS LOADING.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	CAPTAIN.	FOR FREIGHT OR PASSAGE.	TO BE DESPATCHED.
LONDON &c.	Kaiser-i-Hind	Brit. str.	David	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	CAPTAIN.	FOR FREIGHT OR PASSAGE.	TO BE DESPATCHED.
LONDON &c.	Kaiser-i-Hind	Brit. str.	David	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON &c.	Challenger	Brit. str.	Challenger	P. & O. S. N. Co.	On 24th inst. at Noon.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL-STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
EXPRESS OF JAPAN... WEDNESDAY, 30th Sept. 1896.
EXPRESS OF CHINA... WEDNESDAY, 30th Oct. 1896.
EXPRESS OF INDIA... WEDNESDAY, 25th Nov. 1896.

The magnificent Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points of interest, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PASSENGER TICKETS to Vancouver, Vancouver to Sydney, Australia, and Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, 210s.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAR, and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, and Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS, PENINSULA, AND LONDON.
THE "KAISAR-I-HIND."
Captain C. L. Doid, carrying Her Majesty's Mail, will be despatched from this Port for Bombay, &c., on THURSDAY, the 24th SEPTEMBER, at Noon, taking Passengers and Cargo for the above ports. This steamer will leave this Port on THURSDAY, the 24th SEPTEMBER, at Noon, taking Passengers and Cargo for the above ports. This steamer will leave this Port on THURSDAY, the 24th SEPTEMBER, at Noon, taking Passengers and Cargo for the above ports.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th September, 1896. [4]

STEAM TO NATAL AND CAPE PORTS.
THE NATAL DIRECT LINE.
FROM CALCUTTA (Messrs. BULLARD, KIRK & Co's Line).

THE Undersecretary has been appointed GENERAL AGENTS in China and JAPAN for the above Lines and is prepared to issue THROUGH BILLS OF LADING for NAGASAKI, YOKOHAMA, KOBE, MANILA, CANTON, SHANGHAI, HANKOW, TIENTSIN, Peking, and other ports.

Transit will be made at CALCUTTA. Next sailing from CALCUTTA, S.E. "NAGAZAKI" on the 7th September, and thereafter every three weeks.

For Freight and further Particulars, Apply to DODWELL, CARILLI & CO., General Agents for China and Japan. Hongkong, 24th August, 1896. [10]

JAVA-CHINA-JAPAN LINE OF STEAMERS.
Under Management of the ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alterations).
JAVA - HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.
From Hongkong.

S.S. CASSIUS To JAVA Oct. 1.
S.S. FEDERATION To JAVA Nov. 1.
S.S. FEDERATION To JAPAN Oct. 1.
S.S. GERMANIA To JAPAN Nov. 1.

General Agents for China and Japan. LAUTS, WEGENER & CO. Hongkong, 22nd September, 1896. [64]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL-STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed Sailings from Hongkong:
PACIFIC (via Nagasaki, Kobe, Yokohama, &c.) THURSDAY, Sept. 22, 1896, at 4 p.m.
Kobe, Japan, &c.)
Honolulu, &c.)
City of Rio de Janeiro (via Nagasaki, Kobe, Yokohama, &c.) THURSDAY, Oct. 2, 1896, at Noon.
City of Portland (via Nagasaki, Kobe, Yokohama, &c.) THURSDAY, Oct. 2, 1896, at Noon.
City of Yokohama (via Nagasaki, Kobe, Yokohama, &c.) THURSDAY, Oct. 2, 1896, at Noon.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Rio Grande, the option of the SOUTHERN PACIFIC, OREGON PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct lines from coast to coast, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in the Service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central America, and the West Indies, and to other ports, are issued at the Company's and its agents' discretion.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 5 p.m. the day prior to sailing. Parcels should be marked to address in full, value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th September, 1896. [3]

VESSELS ON THE BERTH.

SHIRE LINE OF STEAMERS.
FOR NAGASAKI, KOBE, AND YOKOHAMA.
THE "RADLEY."
Captain Radley, will be despatched as above on or about FRIDAY, the 25th inst. For Freight or Passage, apply to DODWELL, CARILLI & CO., Agents.
Hongkong, 16th September, 1896. [2132]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.
NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.
PORTS IN WHICH PASSENGERS, BLACK SEA AND BALTIC PORTS.
ALSO.
LONDON, NEW YORK, HOSION, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON TO AND FROM GENOA AND LONDON.

N.B. Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN INDIA.

Proposed Sailings from Hongkong:
PRINZ HEINRICH... Tuesday, 13th Oct.
SACHSEN... Thursday, 15th Oct.
SACHSEN... Saturday, 17th Oct.
PRINZ HEINRICH... Tuesday, 20th Oct.
SACHSEN... Thursday, 22nd Oct.

On THURSDAY, the 18th inst. of October, 1896, at 9 a.m. the Company's Steamship "PRINZ HEINRICH," Captain Chappes, will leave for the above ports. This steamer will leave this Port on THURSDAY, the 18th inst. of October, 1896, at 9 a.m. The steamer will leave this Port on THURSDAY, the 18th inst. of October, 1896, at 9 a.m.

Shipping Orders will be received at Noon on SATURDAY, the 10th October. Cargo and Passengers will be received on Board until 5 p.m.